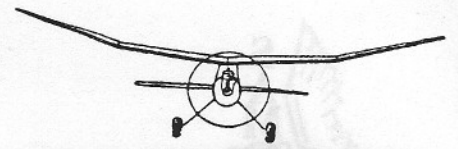




# Antique Flyer



AMA CHAPTER #108

October 1997

Issue 182

## SAM R/C UPCOMING EVENTS

October ?	Class A Texaco Postal	Lakeville Road
Oct 18-19	SAM30 <b>CANCELED</b>	Schmidt's Ranch
Oct 25-26	SAM26 John Pond	
	Commemorative XXI	Condor Fld, Taft
Nov 2	NCFFC #5	Wagell Field
Nov 15-16	SAM49 Fall Annual	Condor Fld, Taft

Old Timer R/C Assist at Waegell Field will consist of 1/2A Texaco, Texaco, A LER, B LER, C LER, Electric 05 LMR, Electric Texaco, All-Ohlsson Ignition, Antique, Nostalgia R/C (Cross-Scavenged Motors), Brown Jr. Endurance, and Old Time Glider.

R/C Old Timer Awards: To 3rd Place plus \$20 for Total High Time (Except Texaco Events).

All Transmitters must have R/CMA-AMA Gold Stickers on Them.

## September Chapter Meeting

by John Carlson

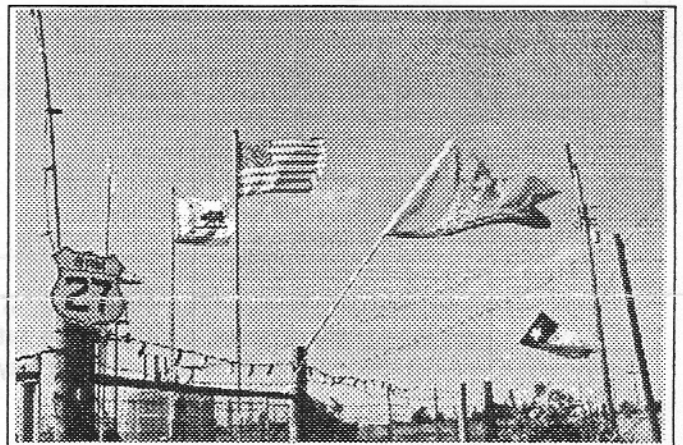
Seven thirty arrived and only eight members were present. After waiting a few more minutes and with no more showing up, Prez John H called the meeting to order. Ed Hamler arrived just in time for the Crash & Bash agenda item, boosting attendance by 12-1/2%. Still later Rick Madden showed up giving an 11% boost to a total of 10 attendees, about the lowest in recent memory. In conversations a few days later, several members said they just plain forgot. We hope Alzheimer's is not creeping up on us. We did welcome in absentia, new member Derry Brown of SAM 600 in Australia. Derry started modeling during WW 2 with HLG, progressing to rubber power, sailplanes and, after the war when engines and supplies became more available, to control line. He was very active in competition, winning and placing in many C/L contests. A career in full sized aviation followed, progressing from Tiger Moths to corporate Lear jets. A heart attack ended full size piloting but restarted his dormant modeling activities. A chance meeting in a model shop with SAM 27 member Bob Munn, who was visiting Australia, got Derry interested in old timers and led to the formation of SAM 600, of which he is presently the Public Affairs Officer, (whatever that is). Derry is still the Australasian Director for Jeppesen and travels to Denver on business every couple of years. We hope that on one of these trips he will make a detour to attend a SAM 27 meeting and/or a TOFFF session. SAM 600 now has their own TOFFF

group, following Don Bekins proselytizing of Trevor Boundy, SAM 600 Prez, during his recent visit to the US.

Derry's address is:

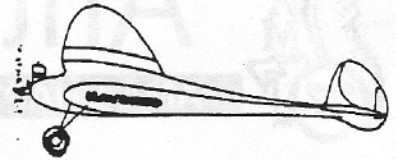
Derry Brown  
20 Greenlaw Crescent  
Berwick  
Victoria  
Australia  
(e-mail: [gbrown@jeppesen.com.au](mailto:gbrown@jeppesen.com.au))

## ANNOUNCEMENTS



*This display of heraldry greeted all to the 22nd Crash and Bash at the Schmidt Ranch. The SAM 27 flag on the leftmost pole refused to unfurl for the cameraman.*

Ed Hamler reported on the Crash & Bash Meet held at the Schmidt Elk Grove Ranch on September 5, 6 & 7. Windy conditions prevailed over much of the weekend. Nobody flew on Friday and most of the Saturday and Sunday events were shortened by eliminating qualifying flights with all entrants in the event flyoff. There were 28 entrants compared to the 48 of last year. Ed was of the opinion that the proximity of the SAM Champs date resulted in many of the prior years participants deciding to save their long distance driving for the trip to Henderson NV. Pete Samuelsen and Bob Angel (SAM 26) tied for the Sweepstakes and will share the Hooks Trophy, 6 months each until next year's C&B. Ron Keil, he of many, many engines, won the Shilen Torp 29 replica Raffle Prize. Ed advised that this years recipients of the several perpetual trophies will next year receive a plaque to provide them with a permanent memento. Further details of the Meet will be provided to each entrant by mail. The net profit will amount to just under \$300 after a few



outstanding expenses are paid. This was about \$1000 less than last year, primarily due to the lower attendance and its effect on the major money makers, e.g. lunches and dinners.

Prez John H announced that SAM 93 (Tulsa, OK) is sponsoring a Postal Class A Texaco meet which may be flown any time in October. Following are the Rules for those who may be interested:

- This is a challenge between SAM chapters; all flyers must be members of the participating SAM chapter
- Minimum wing loading: 10 oz/sq. ft.
- Engine size: .06 to .20 cu. in.; half ounce tank
- Engine must have RC shut-off, but no throttle
- Flying and scoring (same as 1/2A Texaco)
  - 3 attempts for 2 official flights
  - 15 minutes max. per flight
  - Flyer may declare an attempt at any time up to 4 minutes flight time
  - ROG or hand launched

Interested parties may call John at (707) 252-8482. If we have enough for a team or more, a date will be set for the flying, which must all be done on the same day.

Prez JohnH revealed the name of the subject in the Mystery photo appearing in the September A-F. It was none other than Bob Wakerley taken during WW 2. Bob was a B-17 gunner and survived a half dozen missions. We have not yet identified the model Bob is holding. Maybe Bob will clear it up. Prez John invited submittal of Mystery Photos of other members from their younger days. Look though your shoebox or albums. All submittals will be returned after scanning.

It was announced that the National Free Flight Society (NFFS) is seeking help in the way of new members to help keep their free flight support programs afloat (or aloft?). Brochures providing an overview of the Society's aims and activities, as well as membership applications were passed out to attendees. A one year membership plus a subscription to their very excellent NFFS Digest, FREE FLIGHT, costs only \$20. SAM 27 members are urged to join.

## JR O/T REPORT

Rocco Ferrario was not present so we had no report. *(We could use some kind of assist here while Rocco is away. Juniors don't hesitate to call any of us for*

*support. Oldsters be prepared to discuss this at the next meeting - ed)*

## TOFFF GUY REPORT

TOFFF Meister Dick O'Brien advised of the continuing good weather and participation in recent TOFFF sessions. There are at present about 19 duly "dubbed" TOFFF Guys, the most recent being Ed Hamler. A list of all the TOFFF Guys follows. The list was made up from memory so, if we have missed anyone please advise and we will make the correction.

Park Abbott	Earl Hoffman	Jerry Rocha
Gunnar Anderson	Dick Irwin	Bud Romak
Don Bekins	Bill Langenberg	Pete Samuelsen
George Benson	Jerry Long	Nick Sanford
John Carlson	Phobi Long	Tom Wernholm
Ed Hamler	Ray Mc Gowan	
John Hlebcar	Dick O'Brien	

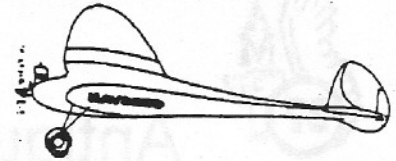
We haven't got around to starting the "Boner" awards program but as an interim measure can start to list TOFFF LUCK items:

1. John Hlebcar's 1/2 A bit him on the right hand to match a previous left hand injury. Fortunately no stitches were required.
2. John Carlson's electric Playboy Cabin shed the prop shortly after launch - no damage but the following week an unexplained loss of control resulted in a straight in crash from about 50' altitude. A fair amount of damage but easily repairable.

*(Just returned from the 25 Sep TOFFF session where I witnessed something you don't see everyday. George Benson and Jerry Long had been doing two-man mass launches with their compressed air scale models. You guessed it... a mid-air! Jerry's craft swooped down from above and behind and the prop sawed through George's upper right longeron just behind the wing. Photos in next months Flyer - ed)*

## OLD BUSINESS

Button Timers Brian Ramsey was not present so we had no report on additional sales. At the last meeting John Carlson reported that after a couple of flights during the Jimmie Allen meet, his timer suddenly began timing out at about 20 sec instead of 2 min. This may have been a result of John's practice of



looping the D/T line around the drum when not flying. The constant, long time side force on the hub shaft may have resulted in a loss of the viscous fluid. It is probably better to secure the D/T line to something else when not flying. Wheels & Wings was contacted re this. Bob Munson replied and, though not addressing the loop parking aspect, advised that despite their design providing a double seal for the viscous liquid in the primary chamber, it is possible an air bubble in some way got in, causing erratic operation. He said he had a report of only one other similar problem. He said that all his timers have a lifetime guarantee and he provides a replacement and usually one additional timer for "pain and suffering". This he did and John Carlson thanks him.

SAMSPAN Bulk Purchase The sale of the new shipment of SAMSPAN (to SAM 27 members only) is now proceeding. Sales to date total about 290 LF. Steve Remington advised that 20' pieces are too hard to handle in his available space and from now on he will only provide 10' lengths. We have a few 20 footers in stock, so if that is your preference, act soon.

Newsletter Pete Samuelsen handled the repro and mailing of the September Antique Flyer. He intends trying Office Depot on the October issue for a considerable cost savings and hopes that their quality is satisfactory to warrant continued use.

EAA Calendar for 1998 Brian Ramsey is taking orders for the new calendar and is pretty close to the 12 minimum order to obtain the reduced \$7 price. Any others interested should contact Brian prior to, or at the next meeting, to be sure you are included.

Lawn Mower Dick O'Brien Has been the custodian of the Club's lawn mower for the last few years. He advised that he is making some changes around his house and needs the space now occupied by the mower. A volunteer to take over this job would be appreciated. Dick will cheerfully transport the machine to its new home.

Trophies The two 7 1/2" tall replicas of old time glass tank gas pumps have been received. One with a Texaco and one with a Skelly logo. Jerry Rocha will use them in conjunction with trophies for the 1/2 A Texaco and Jimmie Allen events.

## NEW BUSINESS

Xmas Party It was agreed to again have the Xmas Party at Papas' Taverna.. The date selected was Sunday, December 14. Subsequently this date was confirmed with Papas' for the use of the large downstairs room from noon until 4 PM. Cost will again be about \$12 per person. Meal choices are yet to be determined.

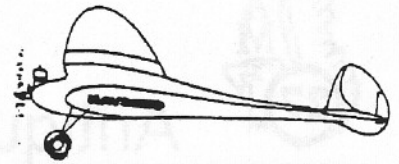
OOS Models Prez John noted that searches for lost models are at best difficult and sometimes not successful. An example being Jerry Rocha's last Jimmie Allen flight a few weeks ago. He had a good line on it as it went out of sight, but two hours of hiking the hills and dales east of the Lakeville highway came up nada. John offers for your consideration the following, taken verbatim from the latest SCAMPS newsletter as reported by Jim Adams...

*Reading the latest newsletter from Dave Baker who edits for SAM 1066, I see that Radio Model Finders are still outlawed by the Brits. However, one of their rebel leaders, Peter Michel, is now touting the latest thing for the modern modeler. The newest thing in model chasing, that is, model retrieval by satellite, or GPS. For those of you that haven't been reading Science monthly magazine, GPS (Global Positioning System) is a satellite-controlled, hand held gismo that plots your line of retrieval and shows you exactly how far you deviate from it when you have to skirt around woods, fields, or whatever. It works on any 12 of the 24 satellites now orbiting the earth.*

*Ralph Sparrow, had one at Oxford at the Andy Crisp rally on June 8 and he demonstrated the device to Peter by taking him right to the model that had blown away over a railroad and a canal and past a housing development. They were forced to leave the retrieval line in order to use the bridge over the canal. The GPS, about the size of a mobile phone and with a large, clear display screen, showed a black line running vertically - the retrieval line.*

*A second dotted line running from it showed the route they had taken to the left to cross the bridge. Everywhere they walked, the dots followed. Having crossed the bridge, all Ralph had to do was head back to the retrieval line, with the dots all the while mapping his progress. Result - model found buried deep among reeds by the canal.*

*What you do is to give the GPS a magnetic compass bearing in the direction of the model and the satellites do the rest. The GPS doesn't tell you*



whether the model is there or not, but once your on the scene where it is supposed to be, the Walston Retriever\* will tell you where it is, for sure. The cost is a mere 260 English pounds. Let's see, converted to dollars that is \$440 bucks. The address for the supplier is, Sutton Marine, Salt quay House, Button Harbor, Plymouth PL4 0RA, England. Of course, your local boat dealer probably has them even cheaper. Speaking of getting the radio model finders cheaper, Ed Tschernoscha is still looking for one, if you are in the market for a GPS, see Ed, his son has a connection that will fix you up.

*\*(If you have a Walston Retriever, do you really need a GPS Reciever? - ed)*

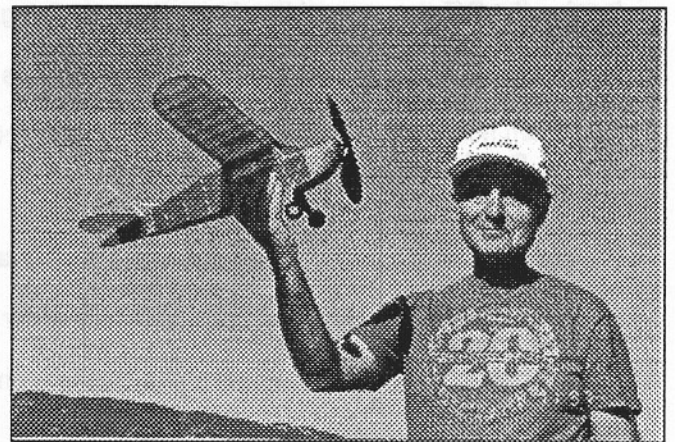
John hoped that someone with GPS experience (Don Bekins ?) might shed more light on this possibility at a future meeting. Jerry Rocha reported that Fred Emmert has a radio locator transmitter (Walston Retriever?), weight = 2 or 3 gm, which he installs in whichever model he is flying at that time. Jerry speculated that it might be possible that a single directional receiver and several transmitters be purchased by the Club and/or individuals for this purpose. More discussion at future meetings.

## TECHNICAL REPORT

Ned Nevels, who had been scheduled to make this meeting's report, was unable to attend. Perhaps next meeting.

## SHOW & TELL

Jerry Rocha showed a scale rubber Interstate Cadet, one of two, scratch built from Earl Stahl plans for entry in the Earl Stahl and rubber scale events at the SAM Champs. This beautifully built model was covered in red and blue tissue, part of a gift of 40 year old stock from a friend. The wheels were made by Jerry from a balsa and foam sandwich turned on a drill press and shaped with a Dremel, the pair weighing only a gram

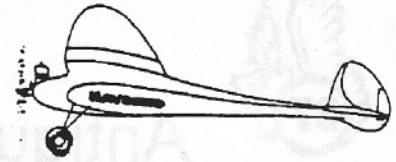


or so. The struts are of 1/32 x 1/8 balsa sandwiching carbon tow for strength. Jerry also reported on a source for rubber model finished props, including folders, which sell for \$1.50 per inch. Contact Jerry for information.

Steve Remington passed out samples of some 1500 grit wet or dry paper as an example of what he uses to remove any residual fuzz from doped SAMSPAN. He feels that 2000 grit or finer is even better. A light touch is recommended, especially at structure hard points such as ribs, longerons, etc. Such fine grit paper is available at most shops selling boat or automotive finishes. Steve also passed out copies of a freebie newspaper, the Air Reporter, distributed at most SF Bay Area airports. The entire back page was an extremely well written article by Steve, titled "Miniature Flyers" telling how many of the historical aviators inventors, engineers and museum curators were modelers or influenced by models. He describes some of the early model clubs and organizations which preceded the formation of SAM in 1965. The article featured photos of Sam 27 members Nick Sanford (c. 1937 with his SacTex model), Pete Samuelsen and his Westerner, and Don Bekins with his Rambler. As a final S&T offering Steve passed around a peanut scale prop/nose block assembly featuring a nicely crafted rubber tensioning and free wheeling mechanism.

## JACK'S BASEMENT

Got a note from Wes Funk who was the only one to comment on the change in format. Beside liking the two columns and larger type, he recommended unjustified spacing as it easier to read. Several others have told me the same thing, so we will go with it.



Just because justification is a function of the computer, doesn't make it desirable.

With regard to the Crash and Bash - I have in the past voiced my opinion on the matter of member participation in this event which we host. This year, as president, I was really sweating bullets, especially since John Carlson was unable to attend and work the registration desk. As the event progressed, my fears turned out to be largely unfounded. I want to use this forum to personally thank the following members...

**Park Abbot** - Assisted in Old Time Glider and also introduced us all to his friend Elaine.

**Sean Crowley** - Competed in 1/2A Texaco in spite of a balky Cox engine and of course stiff winds. He was admirably supported by his mom and grandmother. Took time from his busy schedule to help sort balsa stacks into 1st, 2nd, and 3rd place bundles. Also assisted our CD as requested. Thanks for the support Sean!

**Ed Hamler** - Our CD - need I say more? Yes! Balsa sorting detail, event poster, aircraft weigher/fueler, Master of Ceremonies, Minstrel, and KP (Pots and Pans). Responsible for every entrant receiving a champagne cooler. Also see Ron Keil...

**Mary Hamler** - Registration desk, mysterious and wonderful magic things inside the kitchen and KP (Serving Detail).

**John Hlebcar** - Registration desk, furniture mover, balsa sorting, poster, aircraft weigher/fueler, awards ceremony assistant, end of contest cleanup and furniture storage, and treasurer.

**Earl Hoffman** - Worked harder than he should have, primarily as timer. Also helped judge scale concours event. Worked Saturday (after fun-flying at Travis AFB) and Sunday and left late, after determining no more help was needed, and then drove home! This man never ceases to amaze me!

**Speed Huges** - Moral support. Always drives down from Yuba City to support this event.

**Ron Keil** - Assistant CD to Ed. Especially helpful on Saturday when, due to high winds, all events were flyoffs. Managing traffic and getting everyone into the

air during the take-off window deserves a special "Well done guys"! Also sorted balsa, helped during awards, and I don't know what all - this guy was everywhere!

**Ned Nevels** - Registration desk, photographer (or digitizer?) for SAM and SAM27 web pages, and the other minstrel.

**Neva Nickalou** - Not a member, but deserves an honorable mention here for her unqualified support for our event and the raffle - God bless you Neva!

**Brian Ramsey** - Brian came down on Sunday with no airplanes, but just to support the club (way to go Brian)! Event timer and pulled KP (Pots and Pans) after lunch.

**Janina Robinson** - Wow, she came all the way from Canada to lend a hand! Assisted Brian Ramsey and Mary Hamler.

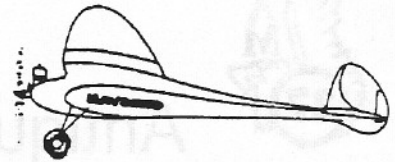
**Steve Roselle** - Photographer and flew in several events (as SAM 21, but we certainly appreciate the support).

**Pete Samuelson** - Think I heard that Pete got some time in on the Pots and Pans detail and also managed to fly in and win enough events to tie for overall champion. Took home enough wood to build a new house. All right Pete!

**Nick Sanford** - Nick showed up for a while on Saturday and ambasadored his way around the field, then left to finish his Boomer for the Champs.

**Loren and Miriam Schmidt and Family** - These folks couldn't avoid us, since we all assembled at their place to pay homage to the wind gods. Thanks to their son Robert for his excellent skills at the grill. With the help of Mom and Dad, he pulled the two best banquets and lunches I've been to in a year! The field looked better than ever and Loren said it will be even nicer next year. The Schmidt's are the best hosts I have ever met and I look forward to coming back each year. They are so good they even dig into the cleanup at the end of Sundays event's like no one else. That's the part that needs a little work by usuns who are throwing this shindig.

My sincerest apologies to anyone I may have overlooked. One of the best things the Schmidts did



over the last year was to install that big double sink on the deck. It went a long way to distribute the workload between guys and gals and at the same time brought back many fond memories of KP (Kitchen Police) duties to us ex-GIs. If you missed the fun this year, please put this event on your calendar for 1998.

Since we're handing out Kudos here, thanks are in order to Bert Flack for taking over the Rafflemeister job at this month's meeting while Joe Meere is out negotiating for an internal plumbing overhaul to get those uppercase A's and B's to go in the right direction. Hurry back Joe...

Our cover photo this month is of Trevor Boundy's Albatross. The specs on the back of the photo indicated Airspan covering, not silk as shown in the Sep/Oct SAM Speaks, pg 9 photo. A quick e-mail to Trevor in Australia confirmed Airspan (this computer comes in handy sometimes). He flies it with an old 3

We'll finish up this issue with three of the pages from the April 41 issue of Air Trails which show the drawing plates and a few drawings of the original Albatross. Don't have enough room to include the building instructions, but you have probably got a few models under your belt anyway and can rely on experience in that area. Bet you don't scale up your own plan though from all those teeny dimensions like you used to do in 1941....

## SEE YOU NEXT MONTH!

### RAFFLE

RAFFLE PRIZE	DONOR	WINNER
Trexler Wheels	SAM 27	Ray McGowan
FAI Rubber, 1#, 1/8"	SAM 27	Ed Hamler
.061 Norvel Engine	SAM 27	Ray McGowan
Balsa, 1/4" sheets	SAM 27	John Carlson
Balsa, assorted sheets -	SAM 27	Bert Flack
CD ROM - "Flying High" -	Bert Flack	Pete Samuelsen
"Plans & 3 Views" Mag. -	Steve Remington - J Hlebcar	
Champagne Bucket	Ed Hamler	Steve Remington
Domain Chandon Champagne -	Ed Hamler - J Hlebcar	
SAM 27 Costs: \$60		Collected: \$55

### SAMSPAN

Is again available  
to SAM 27 Members

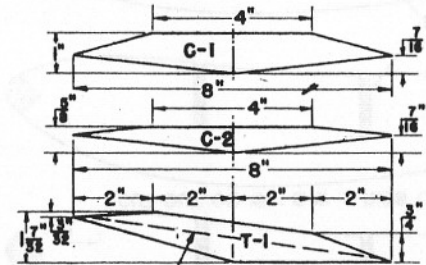
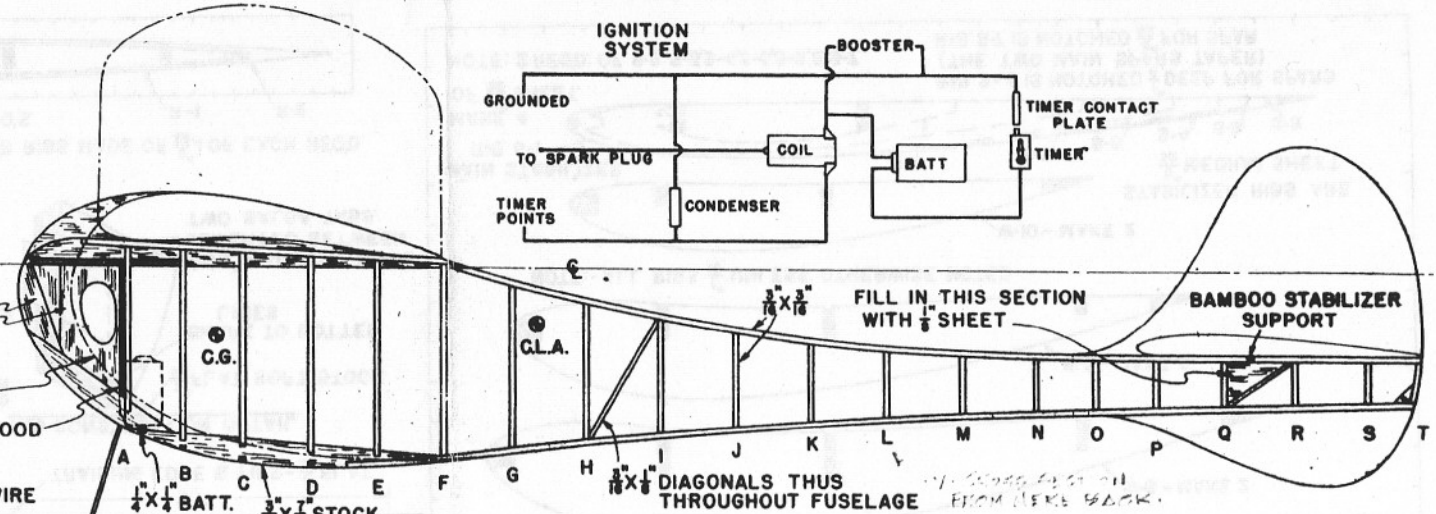
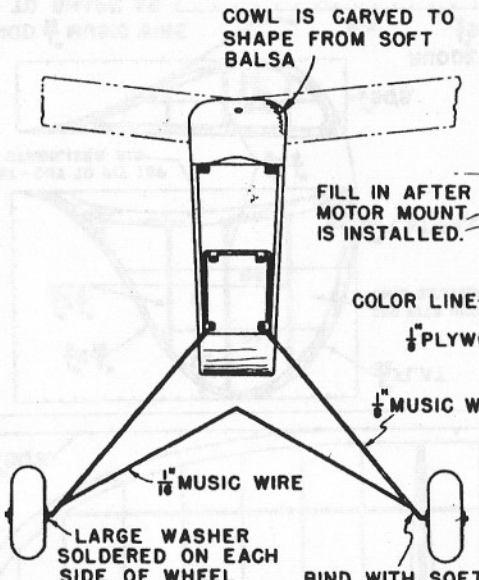
1 meter wide - Packaged Folded  
10' lengths - \$10

Packages will be available  
at meetings or by mail.  
Add \$3 for Mail (USPS Priority)  
Other quantities or special  
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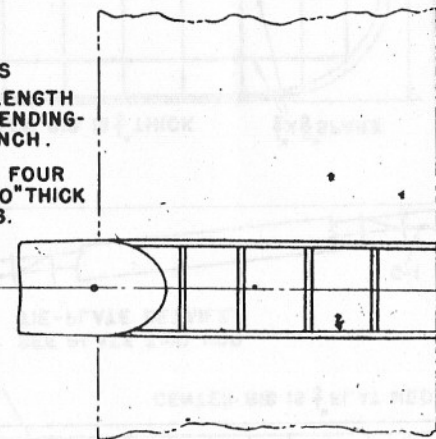
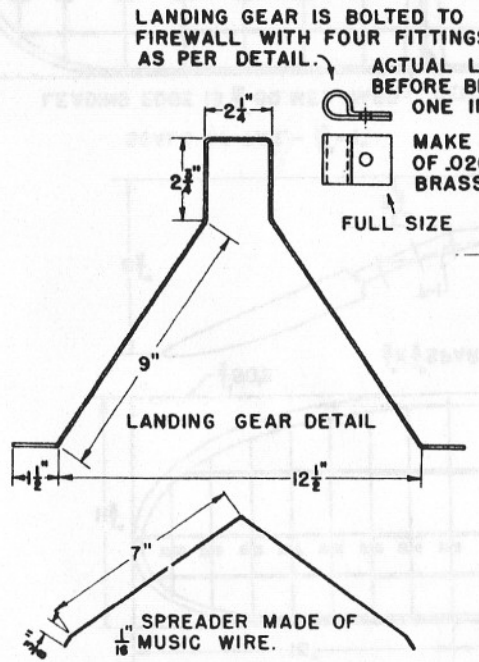
Steve Remington  
CollectAir  
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(FAX (408) 259-4223)  
(e-mail: 72245.747@compuserve.com)  
or  
John Carlson  
353 Las Casitas Ct  
Sonoma, CA 95476  
(Phone (707) 996-8820)  
(e-mail: JohnC914@aol.com)

fin .049 and uses 30% nito to give constant starting, with a mix of castor and synthetic to stop the clapper from sticking up to much. Gets 2 to 2-1/2 minutes run time with good penetration in the wind under power. Flies well. Nice job Trevor!

PLATE TWO SCALE -  $\frac{3}{16}''=1''$



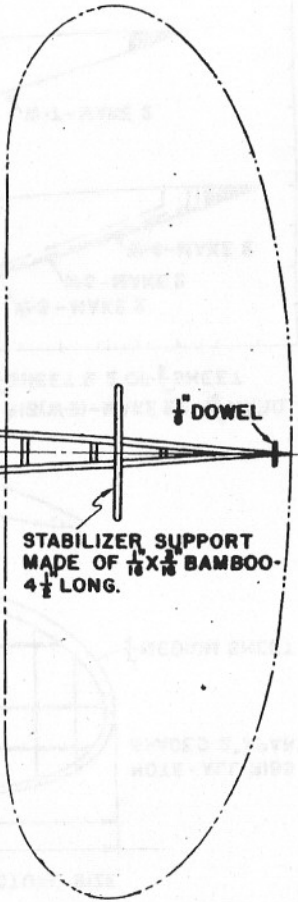
TIE PLATE DETAILS ABOVE ARE ONE-QUARTER ACTUAL SIZE.



DIAGONALS RUN IN THIS DIRECTION ALONG TOP OF FUSELAGE, OPPOSITE ALONG BOTTOM OF FUSELAGE.

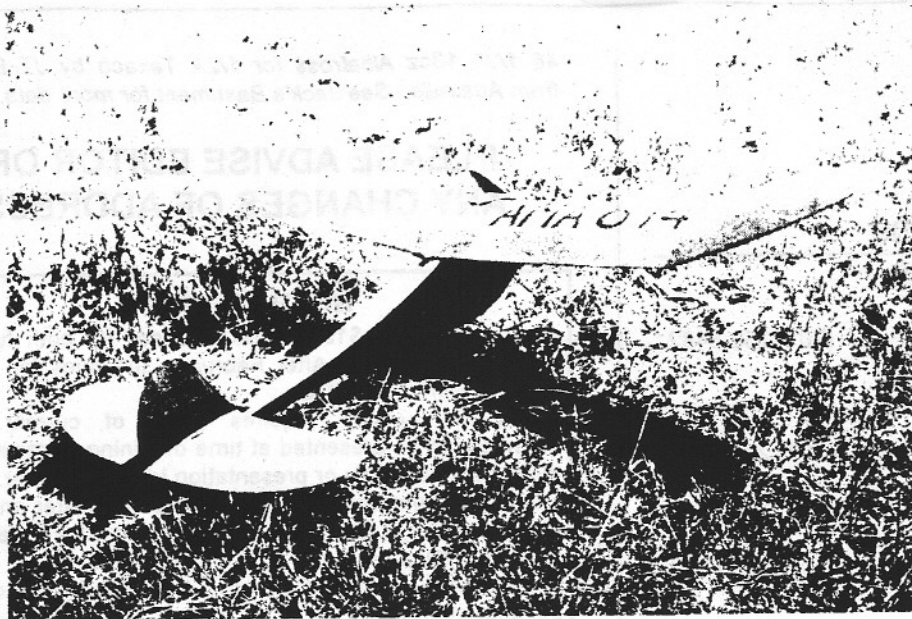
FUSELAGE DIMENSIONS

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
CL TO TOP	$\frac{13}{16}$	$\frac{3}{4}$	$\frac{11}{16}$	$\frac{9}{16}$	$\frac{7}{16}$	$\frac{3}{8}$	$\frac{7}{16}$	1"	$1\frac{7}{16}$	$1\frac{13}{16}$	2 1/4"	2 1/2"	2 5/8"	2 11/16"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"
CL TO BOTTOM	$5\frac{7}{16}$	6 1/4"	$6\frac{5}{8}$	$6\frac{3}{4}$	$6\frac{1}{2}$	$6\frac{1}{4}$	6"	5 3/4"	$5\frac{1}{2}$	$5\frac{5}{8}$	$5\frac{1}{2}$	5"	4 7/8"	4 3/4"	$4\frac{11}{16}$	4 3/8"	$4\frac{3}{16}$	4 1/8"	$4\frac{1}{2}$	4 1/8"
TOP WIDTH	$3\frac{3}{8}$	$3\frac{1}{4}$	$3\frac{1}{4}$	$3\frac{1}{4}$	3 1/2"	$3\frac{1}{4}$	$3\frac{3}{8}$	3"	$2\frac{13}{16}$	$2\frac{1}{2}$	$2\frac{9}{16}$	$2\frac{5}{8}$	$2\frac{1}{8}$	$1\frac{3}{8}$	$1\frac{1}{8}$	$1\frac{1}{8}$	$1\frac{1}{8}$	$\frac{3}{4}$	$\frac{3}{8}$	0
BOTTOM WIDTH	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	$2\frac{11}{16}$	2 1/2"	$2\frac{7}{16}$	$2\frac{1}{8}$	$1\frac{7}{8}$	$1\frac{1}{2}$	$\frac{11}{16}$	$\frac{8}{16}$	0								
UPRIGHT SPACING	$3\frac{1}{2}$	2"	2"	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{4}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	$2\frac{1}{2}$	2"	2"	$2\frac{1}{4}$	$2\frac{3}{8}$	$2\frac{3}{8}$	$1\frac{3}{4}$

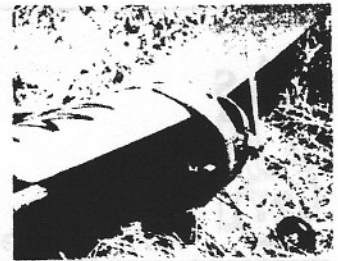




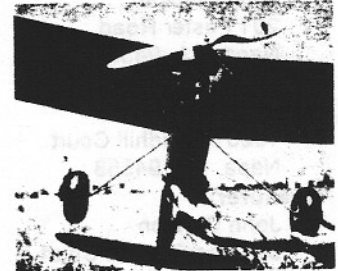




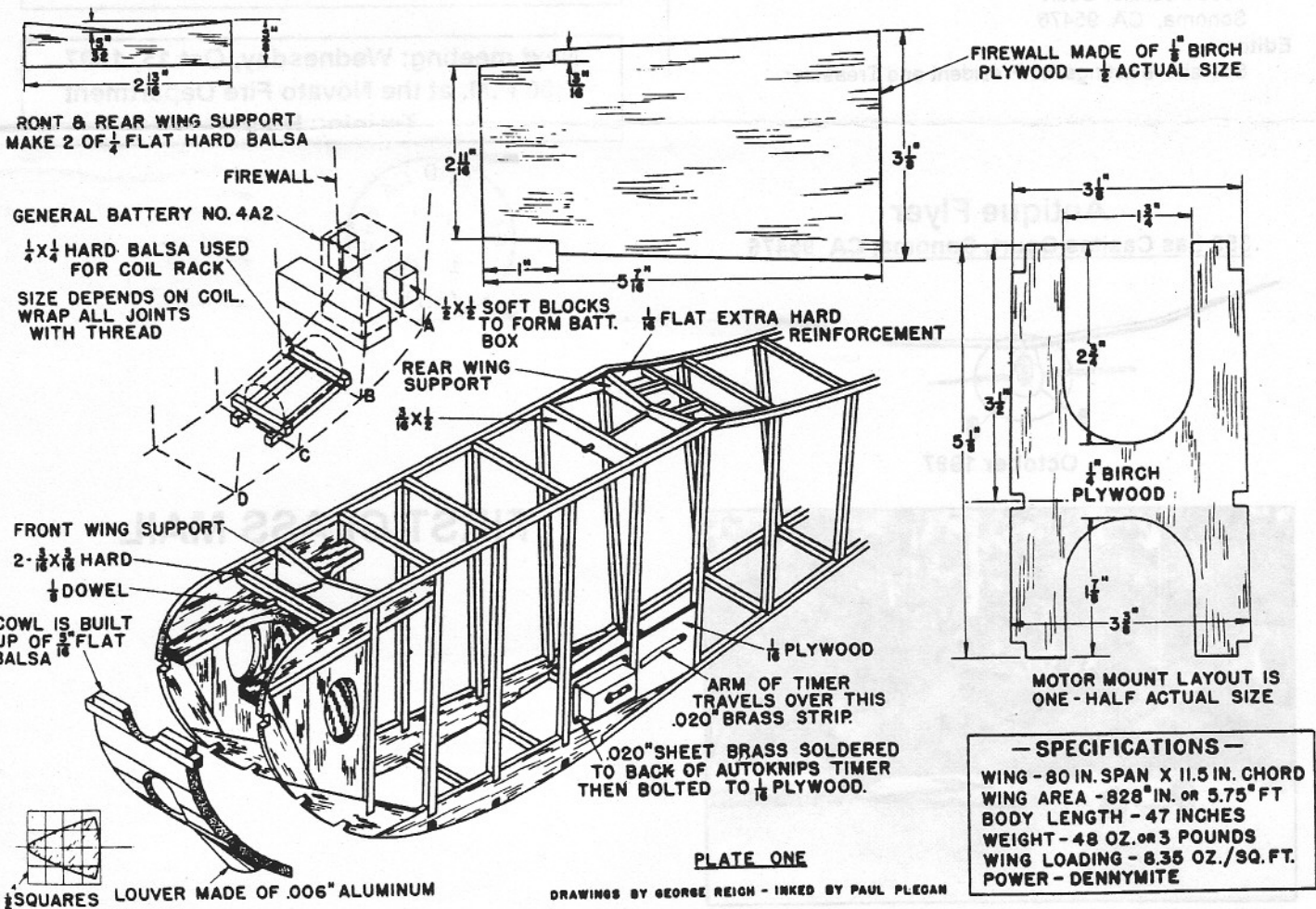
Careful design and a high-lift wing section in harmony with the proper location of the center of gravity accounts for the Albatross' fine glide. Model has a 4-minute average for all contests entered. Takes Ohlsson 60, too.



The nose is simple to make, rugged, streamlined. Note hole for filling tank



And this shows how inverted Denny is installed. Note antispread chassis.





AMA Chapter #108

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Pete Samuelsen (707) 224-1023  
1023 Roundhill Court  
Napa, CA 94558

**Treasurer:**

John Carlson (707) 996-8820  
353 Las Casitas Court  
Sonoma, CA 95476

**Contest Director:**

Ed Hamler (707) 255-3547  
3379 Crystal Court  
Napa, CA 94558

**Official Photographer:**

Dick O'Brien (707) 938-5210  
16954 Schiller Court  
Sonoma, CA 95476

**Editor:**

See above listings for President and Treasurer

46 1/2", 13oz Albatross for 1/2A Texaco by JT Boundy from Australia. See Jack's Basement for more data.

**PLEASE ADVISE EDITOR OF ANY CHANGES OF ADDRESS**

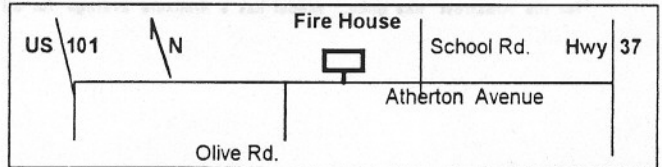
**Membership**

Membership is \$15 for the calendar for both full and associate members. After February, the dues for a new member will be prorated.

Full membership requires proof of current AMA membership be presented at time of joining or renewal by means of photocopy or presentation to the treasurer.

Associate members will receive the newsletter and may attend meetings, but may not fly at the Club's Lakeville Field or in Club contests.

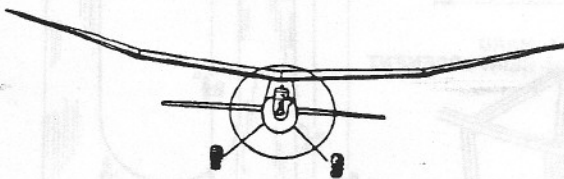
Send dues to John Carlson, Treasurer. Make checks payable to SAM 27.



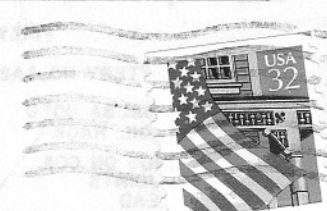
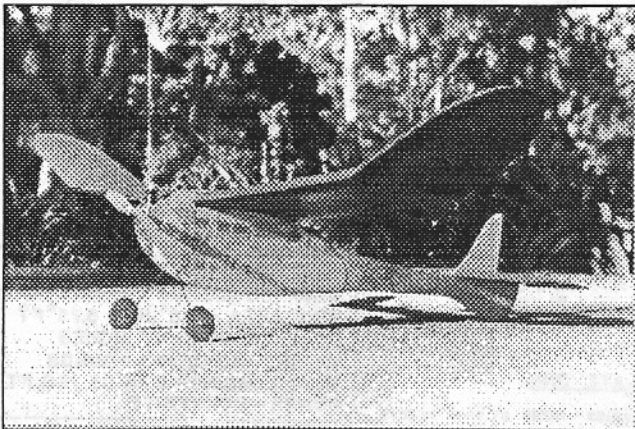
**Next meeting: Wednesday, Oct 15, 1997  
7:30 P.M. at the Novato Fire Department  
Training Room**

**Antique Flyer**

353 Las Casitas Court, Sonoma, CA 95476



October 1997



**FIRST CLASS MAIL**

Cleve Harrington  
614 Weiss Ave  
Alameda, CA 94502